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Lungren Introduces Aviation Security Bill
Addresses 9/11 Commission Recommendations, Reduces Holiday Travel Inconveniences

Washington, D.C. (Wednesday, Dec. 7, 2005)—U.S. House Homeland Security Subcommittee Chairman Dan Lungren (R-CA) today introduced H.R. 4439, the "Transportation Security Administration (TSA) Reorganization Act of 2005," legislation that is intended to make TSA a more effective and efficient organization serving the American people.

"More than four years after the attacks on 9/11, TSA has received extremely poor grades in several areas of aviation security, including passenger pre-screening, explosives detection, and air cargo screening," said Lungren. "With this legislation, we are taking the steps necessary to enhance aviation security across the country, while reducing the frustrations of legitimate airline passengers and eliminating wasteful government spending."

Committee Chairman Peter T. King (R-NY) applauded Lungren's leadership in securing America's transportation industries.

"With holiday travel again setting records, we are reminded of the important role TSA plays in ensuring our safety, both during the holidays and all year round," King said. "We must make certain that all legitimate passengers reach their destinations as quickly and as safely as possible, and this bill will help us reach that goal."

Lungren, who chairs the Subcommittee on Economic Security, Infrastructure Protection, and Cybersecurity, explained that primary provisions of the TSA Reorganization Act include:

<u>Increased U.S. Transportation Security</u>
- Requires TSA to focus resources on the areas at highest risk of terrorist attacks;
- Creates a program to instantaneously pre-screen all international passengers traveling to the U.S.;
- Removes hurdles that have prevented airline pilots from volunteering to become armed Federal Flight Deck Officers;
- Encourages the private sector to invest in cutting-edge transportation security equipment;

- Sets new performance goals for TSA, state and local governments, and the private sector to improve airport security;
- Encourages state and local governments and federal contractors to compete with TSA to provide the highest possible level of airport security; and
- Creates new training standards for airport document checkers to recognize unacceptable or fraudulent identification.

Reduces Airline Passenger Frustrations
- Creates an independent, performance-based, results-oriented organization within TSA to focus exclusively on airline passenger and baggage screening;
- Establishes an autonomous Airport Screening Organization (ASO) to focus on customer service, accountability, and cost reductions;
- Appoints a Chief Operating Officer (COO) to manage the day-to-day operations of the organization and ensure passengers receive the best customer service and most secure screening procedures;
- Creates industry-led advisory councils to help the best ideas of management and labor reach decision-makers directly;
- Requires TSA to develop a "Vetted Passenger List" that includes individuals already cleared under other programs such as Registered Traveler, TWIC, SIDA, FAST, and applicable federal security clearances; and
- Establishes a culture of accountability within all levels of TSA to improve the effectiveness of airport security screening.

Eliminates Wasteful Government Spending
- Encourages airports that decide to train their own passenger screening personnel to invest in screening technology, equipment, and innovations—ultimately reducing overall screening operations costs;
- Returns most of the savings resulting from new technologies to the airport, in order to encourage additional spending on advanced technologies and security programs; and
- Requires TSA to develop an accurate accounting and cost analysis for all TSA programs in order to eliminate wasteful and ineffective security programs.

"It is essential that we have the proper measures in place to secure our vast aviation networks," Lungren continued. "TSA must be strategic in protecting our transportation systems, and this bill will help the agency adopt a business-like approach and implement state-of-the-art transportation security initiatives to ensure effective and efficient screening procedures."

Subcommittee Chairmen Mike Rogers (R-AL), Dave Reichert (R-WA), Michael McCaul (R-TX), and Congresswoman Katherine Harris (R-FL) are original co-sponsors of the bill. The House Committee on Homeland Security intends to markup the legislation in January 2006.

Text of H.R. 4439 and comprehensive background information are available at http://homeland.house.gov.

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